

The pictures below are not the specific items, but look a lot like mine. I just went on a hunt on the Internet one day to see if I could find representative items for these things, some of which I no longer have in my possession.



Heathkit DX-60 This was my first Ham transmitter. It was recommended to us by the person who taught us about Ham Radio, Morse Code and gave us our Novice examination, Nelson Witte, W6MOU. Years later he was also my Electronics instructor in High School and recommended me for my first job. That first job was as a radio and stereo service technician with Ray Brazil at Brazil's TV in Tulare. I worked there after school and summers all through High School at Tulare Union and while I was at College of the Sequoias in Visalia.



Hammarlund HQ-129X This was my first Ham receiver. It was also bought from Henry Radio at the same time as the DX-60 at the recommendation of Nelson Witte. It worked out great as a novice

receiver. I subsequently made a modification to it to provide AGC when the BFO was turned on so that it worked well for SSB too.



Heathkit Apache TX-1 This was my first plate modulated AM transmitter. I used it some on AM, but mostly on SSB with the SB-10 sideband adapter we bought at the same time. I ran across an add in the back of QST for the two items together for \$125 back in about 1968. A Ham (unknown) in Visalia was selling them and Dad and I went over and picked them up. Of course picking them up wasn't exactly easy since the Apache weighs about 85 pounds! I remember various times moving it by myself from the operating table to the workbench to do some maintenance work on it.



Heathkit SB-10 This was the sideband adapter for my Apache transmitter. It worked great and had wonderful audio quality. It produced sideband by the phasing method like the HT-37 from Hallicrafters. I never opened the case on this unit and it worked perfectly all the time I had it.



Heathkit SB-101 This was my first Ham transceiver which I also used in my 1962 Impala, 1972 Impala and 1977 Buick. I bought it from a Ham over the air who was selling it for his brother. He agreed to sell it without the power supply. I had actually built a supply that would operate it using an old TV transformer and a bunch of surplus parts. That supply and the SB-101 are still operating to this day. I bought the SB-101 with an eye toward being able to use it in the car along with an HP-13 DC supply which I later acquired.



Alda 105 I eventually bought a 5 band solid state transceiver (3 band version shown above) to replace the SB-101 in the 77 Buick. I got it from a ham who advertised it in QST after I moved to Phoenix and was working for Motorola for several years. The 5 band version is quite rare. It worked well for a very long time. I think the finals are blown (MRF454) when it developed an inopportune RF feedback oscillation on day. It still received but now only produces a couple of watts output. This was also used in the 89 Olds and the 2002 GMC.



TS-50S I got this to replace the Alda 105 when it failed. I picked it up via Ebay from a Ham in Tucson. This is now the radio in the 2002 GMC Sonoma. I remember being half afraid to put it in the GMC and key it up the first time. The Sonoma was the first vehicle I installed a radio into that had air bags and I was concerned they might inadvertently trigger from the RF. The first time I keyed it up I was standing outside of the truck.



TS-520S I bought this as a solid state (mostly) replacement for my Dad's ailing Tempo One. The Tempo One was not transmitting and Dad also used it mobile when travelling from Tulare to Phoenix on visits. I picked this up at the Mesa Ham Fest but didn't realize at the time that the "S" series didn't come with the DC/DC converter so it was not "mobile friendly". Fortunately we fixed Dad's Tempo (it was an open driver coil that we actually re-wound) and I inherited the 520S as a replacement for the SB-101.



Icom 735 This was purchased as my first fully solid state home transceiver. I also picked this up via Ebay and have had it open a couple of times for corrective action. The first thing was adjusting the USB frequency closer to where it should be. The second thing was making a small correction to a frequency instability problem that would happen on 10 meters (involved reducing the value of a resistor and spreading the turns of an air-wound coil). Now I use it for remote operation via Ham Radio Deluxe.

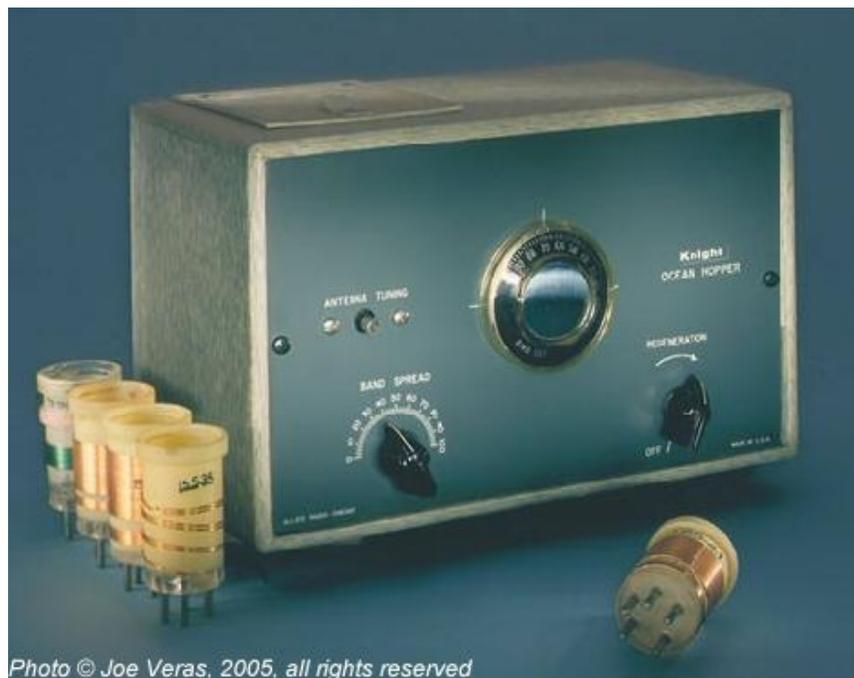


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Knight Ocean Hopper This was my earliest shortwave receiver from when I was about 8 or 9 years old. Dad built one for me to listen to shortwave and put a small wire antenna on the roof. I had a great time with it. I remember listening to John, K6LKV, who was very strong because he was in my home town. I never met him because he just sort of disappeared. It wasn't until many years later I found out from Roy Koeppe, K6KOL, that John was killed in an Air Force training flight accident. I also remember listening to the melodious voice of W6PFF (Peter Fox Fox) on the Golden Bear Amateur Radio Net.



General Electric H-87 This was my parents console radio which I also used to listen to short wave. Over the years it had migrated from the front room to the service porch. Sometimes in the middle of the night I would wake up and sneak back to the service porch at the other end of the house to listen to late night DX on the short wave bands. I remember back in the early 60's you could still hear some police radios down around 2 MHz. My cousin Greg Pixler picked this up recently to restore it.



Zenith Shuttered-Dial Console This is like a radio dad bought for his mom. When she passed away he inherited it and it sat in the garage for a long time. One day we turned it on and it worked. We played it for a while and after we were done we turned it off and turned it around to look inside. It was kind of a mess. It seems that the electrolytic capacitors were filled with wax that had accumulated moisture. By

running the radio this heated up and caused the wax to spew all over the inside of the radio but the capacitors didn't fail. I used this radio to listen to shortwave also. I even managed to find rebroadcasts of Apollo transmissions during various space missions. My sister now has the radio and last I knew the capacitors still haven't "failed" but the radio has some substantial hum.



1962 Chevy Impala This was my first car. Mine was identical to this except mine had the original stock wheels. Dad repainted the car so it looked like brand new. Later he traded some favors with someone to get the engine rebuilt when it started guzzling oil real bad. It turned out the only thing wrong was the piston rings were stuck to the pistons and not sealing against the cylindrical walls. I think we got this in 1969 so I would have something to drive to college in 1970. I had the car until I had been in Phoenix for a couple of years. Then in about 1977 it was stolen. I got it back a few months later but it was pretty messed up. The people who took it cut out the rear fenders, jacked up the rear with some air shocks and put big tires on the rear. They put little tires on the front. They also bolted a phoney air scoop to the hood. They changed the blue front split bench seat to bucket seats and changed the rear blue seat to a green one. The AM radio was missing and they disconnected the AC under the hood. Why you would want to disable the AC in Phoenix is beyond me. I later sold the car for the same \$500 my dad bought it for.



1972 Chevy Impala This was my second car. Dad picked it up in California while my 62 Chevy had been stolen and was still missing. I flew to California and drove it back. I remember getting it Titled and Registered was a bit of a mess. It had been a repo back in Missouri I think. Then it was wholesaled off and somehow ended up in California. Dad bought it and sold it to me for no cost. The title and Registration had no cleared anywhere and the last Title still said GMAC had a lien on it which was why it was repossessed in the first place. I went over to a GMAC office in Phoenix near Metro Center and they wrote me up a lien release that I took back to MVD in Scottsdale to get it Titled and Registered. The day after I finally got everything settled I got a phone call in my office at work. "Hello, Mr. Eickerman, this is Sargeant (I forget) from the Phoenix Police Department. I think we have your car down here." I'm thinking. "What! The car I just got registered finally?" No, it was my 62 Chevy that had been picked up during a traffic stop.



1977 Buick Regal This was my third car. Dad put it together from two wrecks. Most of the car was from one that had a lot of front end damage. The front quarter panels, grill and hood was from a rear-end total. It served us well for a long time. After Susan and I got married this became her car.



Chevette 2-Door I inherited this when Susan and I got married and she got my 1977 Buick. It had a standard transmission and didn't have AC which was not much fun in Phoenix. We threatened to paint a target on it because it had been hit so many times. Susan got hit once from the rear before we met. It got hit another time in the parking lot while she was working. It also got hit once in the rear with me as a passenger while we were sitting stopped waiting for a light in a left turn lane. It had a tendency for the clutch to fail. We eventually gave it away.



1977 Olds Cutless Supreme Car we bought this from Tim & Mary (Susan's sister) so I could get out of that Chevette. It was quite a relief. It did have a coolant leak from the intake manifold gasket. It wasn't much of a problem though. We eventually traded it in when we picked up the 1985 Olds Ciera.



1985 Olds Ciera This was the first car Susan and I bought together from a car dealer (Big Two Olds in Mesa). It made it up to about 150,000 miles at which point the transmission started acting up. It had a few other problems but nothing too disastrous except when the timing gear wore out. It left me stuck at the airport parking lot that time on a retuning work trip from somewhere. We donated this car when we picked up the 1989 Ciera.



Olds Delta 88 We bought this to replace the 77 Buick that was getting real tired. We bought it from the proverbial little old lady that only drove it to church and the grocery store. It was in pretty good shape except the paint was shot because it had always been parked outside. We eventually sold it when we picked up the 1989 Olds Ciera.



1989 Olds Ciera This was the first car Susan and I bought from a private party to replace the Olds Delta 88. It was being sold by a father subsequent to the death of his grown daughter. It was a very sad situation. I think the car only had less than 30,000 miles on it. Unfortunately the transmission broke at around 100,000 miles and we had it replaced. I think they went through 3 rebuilt transmissions before we got to one that worked acceptably. This car also made it to about 150,000 miles before we replaced it. That's when I got my 2002 GMC Sonoma.



1999 Buick LeSabre We bought this for Susan from Coulter Cadillac and I inherited the 89 Olds and got rid of the 85 olds. This is still the current family car with about 125,000 miles on it. There has been no major breakdown with this but some fairly standard problems like fuel pumps, engine computer, dead batteries, struts and regular maintenance. It has a minor coolant leak somewhere because I can smell it. I think it is at the thermostat gasket. I will probably have this checked out at the next oil change.



2002 GMC Sonoma This truck replaced the 89 Olds for me (we donated the Olds). This was the very first brand new vehicle I ever owned which was purchased at the end of June 2002. It now has over 90,000 miles on it and is still doing pretty good except for minor things like a failed windshield washer system. It also has been through a couple of fuel pumps.